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GEOGRAPHICAL NOTES.

LAKE TRAVERSE AND FEATHERSTONEHAUGH.—In the *Proceedings* of the Royal Geographical Society for February it is noted that, in his pamphlet on Capt. Glazier and his lake, Mr. Harrower has failed to mention the visit of Mr. Featherstonehugh to the sources of the Mississippi in the year 1835, as described in the “Canoe-Voyage on the Minnay-Sotor.” Any approach to the subject of the Mississippi and its sources has been declared by a high British authority to be tiresome; but, even at the risk of renewing an unspeakable weariness, it seems proper to say that Mr. Harrower may have had two good reasons for passing over Mr. Featherstonehugh: one, that the canoe-voyage in question was made by Mr. Featherstonehugh, and the other, that it had nothing to do with the sources of the Mississippi. It is said in the *Proceedings* that—

“Featherstonehugh spent some time in the district, visiting Lake Travers or Pamidji, which he wrongly thought sent its waters northwards. While wandering about the ridge, or rather plateau, called the Coteau de Prairie, Featherstonehugh looked down upon, but could not approach what, from his map, was evidently Lake Itasca. . . .”

Featherstonehugh did none of these things. He tells us in the “Canoe-Voyage,” vol. 1, p. 378, that on the 3d of October, in the evening, he was one mile from Big

Stone Lake; and on p. 382 he says: "Soon after leaving this place we saw the Coteau du (*sic*) Prairie for the first time on our left, looking very high. . . . The remaining part of our ride was bitterly cold, but a little after 2 P.M. (Oct. 4th) I saw a few scattering trees, which Milor said were growing near Lake Travers; and before three o'clock we reached an edge of the prairie from whence I looked down upon the valley, in which was Lake Travers, with real water in it, being the most southern source of the waters that flow into the Hudson's Bay."

Big Stone Lake and Lake Traverse form part of the western boundary of the State of Minnesota; while the Lake Traverse, or Pamidji, of the *Proceedings*, is situated ten miles west of Cass Lake, in northern Minnesota, and 150 miles northeast of the lake described by Featherstonehaugh. This lake does send its waters northward, and their final outlet is through Nelson River into Hudson Bay.

The confusion arising from the identity of name is to be regretted, but students of geography must take facts as they find them. There are in Great Britain three rivers bearing the name of Dee, and the person who undertakes to speak with authority about any one of them is expected to know its position on the map.

Is Mt. St. ELIAS BRITISH?—Mr. H. W. Seton Karr, who was with Lieut. Schwatka in the exploration of a part of Alaska in 1886, has declared that Mt. St. Elias stands in British territory. Prof. Davidson shows, in *Kosmos*, No. 2, 1887, that the position of the mountain, according to the Report of the U. S. Coast and Geodetic Survey of 1875 (the latest official authority), is in N. Lat.

60° 20' 45", and W. Lon. 141° 0' 12". In the map published in the A. G. S.'s Bulletin, No. 4, 1886, Prof. Wm. Libbey, Jr., the scientist of the Schwatka expedition, puts Mt. St. Elias exactly on the 141st meridian, the dividing line of British Columbia and Alaska.

Prof. Davidson asserts that Mr. Seton Karr had with him in his expedition no instruments by which he could determine geographical positions. Mr. Seton Karr replies, in *Kosmos*, No. 3, that he had a prismatic compass, lent by the Royal Geographical Society, and a sextant; and he quotes, from the *Coast Pilot of Alaska*, Prof. Davidson's own determination of the mountain's position in Lat. 60° 22' 6", and Lon. 140° 54' 0". The authorities do not seem to agree; but it is to be hoped that in this, as in other questions, the truth may finally prevail, and that the example of the mountain, equally sure of its base, whether on Russian, or British, or American ground, may not be wholly lost upon the men of science.

THE KURO-SIWO.—At a recent meeting of the Geographical Society of the Pacific, Prof. Davidson said that his study of the ocean currents had brought him to the conclusion that a branch of the Japanese warm current, the Kuro-Siwo, does pass into the Arctic Ocean through Behring Strait; and he promised to lay before the Society, at a future time, some information on the subject.

THE NILE AND LAKE IBRAHIM.—It is, or ought to be, well known that, in 1874, Col. C. Chaillé-Long, of the Egyptian Staff, made an exploration of the country from Rubaga, the capital of Uganda, to Urondogani, and thence northwestwardly to M'ruli. Gordon, in a letter

from Massowah, dated Dec. 9, 1879, gives in a few words the results of this expedition : " In 1874 Col. Long, of the Egyptian Staff, passed down the Victoria Nile, from Nyamyongo, where Speke was stopped, to M'rooli, thus, at the risk of his life, settling the question, before unsolved, of the identity of the river above Urondogani with that below M'rooli. He also discovered a lake midway between these places, which he called Lake Ibrahim . . . Those who care to study the successive steps which built up the map of the course of the Nile, will know that to Speke is due the discovery of one portion, to Baker that of another, and to Colonel Long that of another, and of the lake alluded to . . ." (*The Three Prophets, by Col. C. Chaillé-Long, pp. 46, 47. D. Appleton & Co., New York, 1886.*) In Ravenstein's map of Eastern Equatorial Africa, published under the authority of the Royal Geographical Society, Gita Nsige (Lake Ibrahim) is at last laid down as "discovered by Col. Ch. Long, 1874" (or 5, for the last figure is indistinct).

At its N. W. angle Lake Ibrahim on this map is connected by Magogo Pass, only 10 feet wide, with Kioga, or Koja Swamp. Habenicht calls this Kodja Lake, and shows several islands near its E. shore.

Gordon, in the letter quoted, gives Cojé as the native name of the lake called Ibrahim by its discoverer, and expresses the opinion that native names should be preferred. Geographers are inclined to agree with him, and it is to be hoped that the eclipse of the Albert Nyanza, now called, even by the English, Mvután Nsige, may be followed by that of the Victoria Nyanza.

So long as the explorer's right to bestow the name is

recognized, Lake Ibrahim is the name to be given to Gita Nsige.

Mr. Ravenstein has marked the route from Nyamyongo to M'ruli with the names of Gordon and Emin, omitting Long, who preceded them.

This oversight will, no doubt, be corrected in future editions of the map.

THE FOREMOST CHAMPION OF PROGRESS.—M. Didelot, in his Report on the course of historical lectures delivered before the Lyons Geographical Society, remarks very truly that geography has been called the eye of history, and history itself the teacher of humanity. M. Didelot's own school-desk must have been on the blind side of the eminent instructor, for history, properly so called, has had very little to do with the crude and hasty judgments that deform this Report. France, it seems, is the object of suspicion and hatred on the part of foreign governments, and the war of 1870 had no other cause than the jealous and insolent hostility of Germany to the Daughter of 1789, who has always marched at the head of the nations. What Power could take the place of France in guiding the world? Not Italy: she is too young, and has been too long the Land of the Dead. Not England: she is too selfish. In Germany feudalism is too strong, and the government represses every tendency towards liberty. Russia is still savage, Austria too heterogeneous, and Spain is still in subjection to an occult power. As for America, it is a mere business place. There is left France, the foremost champion of progress.

Writing of this kind, superfluous under any circumstances, is singularly out of place in a geographical publi-

cation. It is by no means certain that any one nation has been selected to be the guide, or drum-major, so to speak, of universal humanity ; and, if it were certain, it would not prove very much. The greatness of the drum-major is not to be denied, but other dignitaries have also their recognized place.

The work of the world is done, not by declamation, but by energy and sustained effort ; and the work of the world is, *pace* M. Didelet, the business, which he dismisses as unworthy of attention. It is only in civilized countries that business, in any large sense of the word, can be said to exist ; and with the rewards of business come the development and the elevation of civilization itself, and these constitute progress.

EMIN PASHA.—The *Scottish Geographical Magazine* for June publishes the translation of a paper by Emin Pasha, entitled “An Exploring Trip to Lake Albert.”

There is no date to the paper, but the original was received by Dr. R. W. Felkin on the 9th of May.

The trip was not a long one. Emin steamed as far as an island below Mahagi on the W. coast, and thence across the lake to Kibiro, and returned along the E. coast to Wadelai, from which he had started. The western hills range from 1,310 to 1,640 feet in height. They are thinly forested and seamed with water-courses, and in places there are thickets of bamboo.

Behind Mahagi the hills sink, and the more distant, elevated range, called the Mountains of Lendu, comes into view. Emin inclines to believe that the foreshore on the west is gradually encroaching upon the waters.

The hills on the eastern side resemble those on the

western. The geological formation is the same, and the descent to the lake on each side is by terraces.

There is no cultivated land at Kíbiro ; "not even a square inch." The bay abounds with fish, which the natives dry and sell in all the region about the lake ; but the chief industry is the production of salt, with which Kíbiro supplies the northern parts of Unyoro, and most of Uganda, the Lur country and the Shuli. The salt-works are at the foot of the mountain-chain behind Kíbiro, where hot springs bubble out in a ravine. These springs have in several places a temperature of 185° to 195° Fahr. The salt is made by filtration from the saline earth.

At Kíbiro Emin received letters ; one from Dr. Junker, an official communication from Nubar Pasha, a greeting from Titi, formerly secretary to Mtesa, and a very friendly letter from the Sultan of Zanzibar.

In his letter to Dr. Felkin, Emin speaks of two later excursions to the lake, and the discovery of two large rivers which enter it on the south.

This paper and the portion of Emin's letter, published as they are, without date, leave on the mind of the reader an impression that the beleaguered pioneer of civilization in Central Africa is doing, on the whole, very much as he pleases. It is true that a geographical note, thirty pages farther on in the *Magazine*, explains that the letter quoted bears date at Wadelai, Oct. 26, 1886, and was written after the paper which it enclosed ; but it was an error of judgment not to state these facts at the outset. The break between the paper and the note is absolute, and for one who will take the trouble to find the connection between them there will be many inclined to doubt whether the call upon their sympathies has not been unnecessarily loud.

LAKE MOERIS.—M. Maspero, one of the very few persons who can speak with fulness of knowledge on Egyptian subjects, says in his just-published work, “*L’Archéologie Egyptienne*”:

“I no longer believe in the existence of Moeris. If Herodotus ever visited the Fayoom, it must have been in summer at the time of the high Nile, when the whole country presents the aspect of an actual sea. He took the embankments, which divided the basins and served as roadways between one town and another, for the banks of a lake. His story, repeated by the old writers, has been accepted by our contemporaries; *and Egypt, neither accepting nor rejecting it, has been flattered long after date by the reputation of a gigantic work*, the execution of which would have been the glory of her engineers, had it ever existed.”

Miss Edwards, the English translator of M. Maspero’s book, is so little satisfied with the rendering of the italicized passage, that she appends the original: “*et l’Egypte, qui n’en pouvait mais, a été gratifiée après coup d’une œuvre gigantesque. . . .*” This seems to mean: “And Egypt, which was not responsible for it, received from later ages the credit for a gigantic work,” etc.

There are some who do not agree with M. Maspero, and among them is M. Reclus.

Mr. F. Cope Whitehouse’s plan for filling what he considers to be the ancient bed of Lake Moeris was discussed on the 6th of May by the Egyptian Institute. The proposed lake, it was objected, would have an extent of 200 square kilometres, and this it would not be possible to fill in a country where evaporation was so rapid and so great as in Lower Egypt. Mr. Whitehouse replied that

the lake would cover but half the surface named, and that the main supply of water would be taken directly from the Nile, while the Bahr Yusuf would be drawn upon every year for an additional volume. The Bahr Yusuf being itself a canal drawn from the Nile, the additional resource offered by its waters would seem to be largely a matter of illusion, or Egyptian mirage; but Mr. Whitehouse affirms that his plan is approved by distinguished engineers.

THE PANAMA CANAL.—Mr. R. Nelson Boyd, an English engineer, delivered in March last, before the Civil and Mechanical Engineers' Society, London, a lecture on the Panama Canal. Mr. Boyd showed that work had been commenced all along the line, but that not one section was any thing like near completion. Not one of the cuttings is down to water level. The work at Culebra requires the moving of 20,000,000 cubic metres, and but $\frac{1}{20}$ of this task has been finished. To complete it will require six years. "The waste in machinery accumulated along the line," says Mr. Boyd, "is something abominable. I have seen a dozen locomotives, apparently in good order, shunted on sidings, and left to rust away, with green leaves growing out of fire-doors and funnels."

The total cube of the canal Mr. Boyd estimates at 150,000,000 cubic metres, of which 120,000,000 remain to be extracted. To do this will require ten years, and the money needed is not less than 2,200,000,000 francs. The capital eventually invested will be over 3,000,000,000 francs. "The impression made on me," says Mr. Boyd, in conclusion, "was a sad one. The glory won at Suez is to be lost at Panama."

M. Boulangé, a French engineer, just from Panama, gave a lecture before the American Society of Civil Engineers in this city on the 16th of June.

“Even at this late day,” he said, “there is not a first-class map or profile of the canal.” Not more than one-fifth of the work has been done, and this has cost 900,000,000 francs. The great cut (Culebra) of 318 feet has been dug to 38 feet. It is a fact that there are landslides on the line. Sixty per cent. of the laborers perish, and eighty per cent. of the whites. Last year seventy-two engineers, agents, clerks, etc., went out to Panama, and eleven are left fit for work; forty-five are dead, and the others as good as dead.

The money on hand will last, M. Boulangé thinks, for four months, after which the enterprise must be given up permanently, or, at least, for some years.

M. E. Philipon, who signs himself “Actionnaire du Suez depuis 28 ans, 127 Avenue Malakoff,” issued in Paris in May a letter to the stockholders of the Suez and Panama canals.

He shows, from the *Bulletin* of the Panama Company, that repeated promises were made that the whole cost of the work, including interest, should come within 600,000,000 francs, and yet in 1885 a cost of 1,070,000,000 was admitted, and M. de Lesseps asked the French Government to authorize an additional loan of 600,000,000 francs.

The annual expenses of 86,000,000 will be increased by the next loan to over 100,000,000 francs.

The monthly extraction of 1,000,000 cubic metres was to be increased to 3,000,000 in 1887. It goes on as before. The Gamboa dam, in 1883, would cost 8,000,000. In 1885

it was to cost 40,000,000, and then 100,000,000. In 1886 it was the greatest technical difficulty in the way. In June, 1886, some expedient was to be found to turn the dam, and "Now," says M. Philipon, "readers, what do you think of the dam?"

M. Philipon quotes from the *Bulletin* of August 1, 1885, the engagement of the contractors to deliver the canal open for the passage of ships through the mass of the Culebra on the 1st July, 1889; 610,000 cubic metres were to be removed each month from January, 1886, to July, 1887. In reality, the mass extracted in the twelve months of 1886 was 608,000 cubic metres, and there are 23,000,000 to be moved.

The concession to the company expires in 1892, and the canal, if unfinished at that time, becomes the property of Colombia, and her rights, says M. Philipon, will be energetically supported by the United States, and probably by England.

There is no royal road to success in engineering, any more than in learning, and the enterprise at Panama has come to ruin because it was undertaken and has been conducted in open defiance of sound principles.

THE BASSENGÉ.—These people, who dwell in the region between the Kassaï river and its great affluent on the right, the Ikatta, are described by Lieut. Kund, of the German expedition, as negroes of a type previously unknown:

"They were tall in stature, with a singularly small body and long legs. Their hair, which was parted in the middle, was gathered into long braids and twisted round the chin and the neck. In the expression of the

face they were utterly unlike the negroes we had seen, and displayed types such as we find in Europe among those whose lives have been devoted to intense intellectual labor. The foreheads were high and the features full of intelligence. I remarked to Tappenbeck that if these men were white and lived in one of our large cities, they would be taken for scientists or for members of Parliament. There were hardly any stupid faces among them, but several had a wicked and devilish expression not to be found among us. I remember particularly one face that made me say: 'That fellow is the very picture of Mephistopheles.'"

The members of Parliament and the scientists can take their choice.

TITLES OF PAPERS IN GEOGRAPHICAL JOURNALS.

AMSTERDAM.—*Revue Coloniale Internationale*.*

The Weekly Market on the Congo—* Colonial and Indian Exhibition—Straight- and Curly-Haired Races between Celebes and Papua—Germany's Protectorates and Colonial Enterprises at the Beginning of 1887—* A Word on the Practice of Saccharometry—Impressions of Scenery on the Congo—France in Northern Africa—The Republics of Spanish America—On the Hair-Sacrifice and Other Mourning Customs in Indonesia—Colonization of Madagascar—French Colonies and Protectorates—* Tabular View of the Private Estates in the Dominions of Deli, Langkat, and Serdang (E. Coast of Sumatra).

* Articles marked with the * are in English.

BERLIN.—*Deutsche Kolonialzeitung.*

France and the German E. African Society's Interest in the Comoro Islands—The Political Grouping of South Africa—Portuguese West Africa—The Colonization Question in Mexico—England's Renunciation of Port Hamilton—Distribution of Rain in Southern Brazil—Organization of Emigration—The First Steamer on the Camaguam (Rio Grande do Sul)—German Vitu-Land—German Colonies and Colonial Enterprises in Paraguay, Rio Grande do Sul, and São Paulo—The Greatest Steamship Companies of the World—Ethnography of Madagascar.

Zeitschrift der Gesellschaft für Erdkunde.

Remarks on the Map of the Boundary between Venezuela and Brazil—History of the Discovery and Conquest of Chile—Topography of Crocodilopolis-Arsinoë—Remarks on the Spanish Statements as to the Area of the Philippine Native Dialects—The Russian Survey to the End of 1885—Land and People in the Southern States of North America—Statistics of Costa Rica.

Verhandlungen der Gesellschaft für Erdkunde.

The Lower Khuisib Valley (Nama-Land, S. Africa)—Travels in Sumatra—Travels in Central Africa—Journey from Loko on the Benue above Keffi to the Kingdoms of Saria, Kano, Samfarra, Sokoto, and Gandu—The Hawaiian Kingdom and Its Volcanoes—Journeys and Observations in Ceylon.

BORDEAUX.—*Société de Géographie Commerciale, Bulletin.*

Industry, Commerce, and Agriculture of Persia—The

Telegraphic Cable on the W. Coast of Africa—The Tower of Cordouan—Colonial Expansion—Cambodia—Instruction in Geography—Method of Establishing a Ship's Position by Soundings on Approaching Land in Foggy Weather—Iceland—Transport of Frozen Meats by Sea—European Commerce in Annam—Cod Fishery in Senegal—Emin Pasha—Improvement of the Port of Lisbon—Algerian and Tunisian Railroads—The Vine in Madagascar—The Trans-continental Railways in America.

BREMEN.—*Deutsche Geographische Blätter.*

Communications and Roads in Mexico—A Visit to Diego Garcia (in the Indian Ocean)—Fontana's Exploration in E. Patagonia—A Voyage to the Persian Gulf—Emin Pasha.

BRUSSELS.—*Société Royale Belge de Géographie, Bulletin.*

Stanley Falls Station—Volcanic Eruptions of Iceland within Historical Times—Luluaburg Station—Emigration and Colonization: the Mesilla Valley—The Volcanic Eifel (on the Eastern Frontier of Belgium)—Taunt's Report on the Congo.

Le Mouvement Géographique.

Exploration of the Mongalla—The Stanley Expedition—Rouvier's Maps of the Congo—Exploration of the Lokémé—The Lower Sankourou—Luluaburg Station—A New Exploration between the Lulua and the Lubilache—Grenfell's Exploration of the Coango—Commercial Expedition of Lieut. Taunt—Tippo-Tip—New Arrangements between France and the Congo Free State—Exploration of the Ubangi—Course and

Basin of the Wellé—Exploration of the Inkissi River.

BUDAPEST.—*Société Hongroise de Géographie, Bulletin.*

The County of Modrussa Fiume—Déchy's Third Caucasus Expedition, in 1886—On the Russians of Hungary (in the Counties of Maramaros, Bereg, and Ung).

BUENOS AIRES.—*Instituto Geográfico Argentino.*

Navigation of the Coast North of St. George's Gulf—Scientific Exploration of the Rivers Gallegos, Coile, and Santa Cruz—Exploration of Tierra del Fuego by the Engineer, Don Julio Popper.

EDINBURGH.—*Scottish Geographical Magazine.*

The Congo : Its Past and Present—On Realistic and Dramatic Methods in Teaching Geography—Rainfall in Australia—Sierra Nevada de Santa Marta (U. S. of Colombia)—On the Land Slopes Separating Continents and Ocean Basins, especially Those on the West Coast of Africa—Cyclone in the Mozambique Channel—The Place-Names of Iona—Exploring Trip to Lake Albert (by Emin Pasha)—Bechuanaland, with Some Remarks on Mashonaland and Matabeleland.

FLORENCE.—*Sezione Fiorentina della Società Africana d'Italia, Bullettino.*

An Ancient Periplus of the Eastern African Coasts (the one, so called, of Arrian)—Two Letters of Dr. Traversi (from Abyssinia).

GOTHA.—*Petermanns Mitteilungen.*

Studies of the North African Coast—Contributions to the Barometrical Hypsometry of South America—The Crossing of Africa by Capello and Ivens

in 1884 and 1885—The Andean Region of the Cachapoal—Hydrography of the Batanga Country—From the Pyramids to Birket-el-Kerûn—Caravan Routes between Suakin and Kassala—The Principal Watershed of the Earth—On the Yakuts—Geology of Billiton (Island near Borneo)—Map of Middle Europe—Ethnology of British Columbia—The Latest Nicaragua Canal Project of Menocal—The New Danish Explorations in Greenland.

LONDON.—*Nature.*

Atlantic Weather Charts—On the Distribution of Temperature in the Antarctic Ocean—The Paris Astronomical Congress—Rainband Observations at the Ben Nevis Observatory—Christmas Island (Indian Ocean, S. of Java)—Temperature of the Clyde Sea-Area—Upper Wind-Currents near the Equator and the Diffusion of Krakatao Dust.

Royal Geographical Society, Proceedings.

On the Scope and Methods of Geography—Mr. A. D. Carey's Travels in Turkistan and Tibet—A Journey from Blantyre to Angoni-Land (S. W. of Lake Nyassa) and Back—Prejevalsky's Journeys and Discoveries in Central Asia—Potanin's Journey in N. W. China and E. Tibet—A Journey in N. and E. Manchuria—Annual Address on the Progress of Geography—The Lü River of Tibet; is it the Source of the Irawadi or the Salwin?

LYONS.—*Société de Géographie, Bulletin.*

Intimate Connection between Railways and Water

Routes—M. Didelot's Report on the Lectures and the Compositions of the Year 1886.

MADRID.—*Sociedad Geográfica, Boletín.*

Report on the Progress of Geographical Science—Journeys to the Central Sahara—The Relation between the Form of the Coasts in the Iberian Peninsula, Its Principal Lines of Fracture and the Bottom of Its Seas—A Voyage to Norway in the 15th Century—Cervera's Exploration of the Western Sahara—Central America—Present State of Agriculture in Spain, and the Cultivation of Tobacco—Coello on the Western Sahara—Mindanao and Its Conquest—Debate on the Military Territorial Division of Spain.

Revista de Geografía Comercial.

Competition with Spanish Wines: Chile, Argentine Republic, Algeria—Exhibition of Products of the Philippine Islands—The First Railroad in the Island of Luzon (Manila to Dagupau, 192 kilometres)—Puerto Rico—Spain and the Spanish Jews—Mindanao—Reconnaissance on the African Coast—Triple Alliance of the South: France, Spain, and Portugal—The Spanish Marine in the Pacific—Level of the Western Sahara—Economical Condition of Cuba.

MILAN.—*L'Esplorazione Commerciale.*

Letters from the Harar—The German East-African Empire—Convention between England and Germany Regarding East Africa—Excursion to the Oasis of Siva—French Schools and Influence in Africa—Haardt's Ethnographic Map of Asia—News of Capt. Casati.

NAPLES.—*Società Africana d' Italia, Bollettino.*

Situation of the Italians in Africa—On the Present Condition in Abyssinia—The Country of the Danakils—Political and Military Considerations on the Italian Possessions in the Red Sea.

PARIS.—*Société de Géographie Commerciale, Bulletin.*

Economical Geography of Chile—Productive Forces and Economical Condition of Greece—Exhibition of Chilian Products—Industrial and Commercial Conquest of the Sudan and Inter-Tropical Countries by Means of Rapid Communication—Negotiations for Piercing the Central Pyrenees—A Watering-Place in Japan—A City Not To Be Found—Castelar on the Tunnel through the Pyrenees—The Ménam and the Country between the Upper Mékong and the Red River—Mauritius—The Upper Course of the Yang-tse-Kiang—The New Hebrides—The Banks of the Red River and the Black River—Chrome, Cobalt, and Iron in New Caledonia—The Agricultural Year in the Tonkin Delta.

Revue de Géographie.

Navigability of Rivers in Eastern Russia—Aboriginal Tribes of Central Celebes—The Discovery of Canada by the French—Productive Forces of Australasia—The Relation between Political and Physical Geography—Proposition Laid before the Constituent Assembly in 1790 for an Establishment in Africa—The Colonization of Algeria by Means of Railways—The Topographical Diagnosis of Napoleon.

Société de Géographie, Compte Rendu.

Ports of Tonkin—Capot and Bonvalus in Central Asia—The French Sudan—The Orinoco Basin—Cartography of the Pyrenees—Greenland—Explorations (Linguistic) in the Wady Draa and the Sus (S. province of Morocco)—Armenia—Diego Ribero's (Borgian) Map—Lake Triton (Tunisia)—The Resting-Place of Tavernier—The Ikpikpuk River (Alaska)—Earthquakes in China—The New Summer Palace at Peking—Voeikof's Climates of the Earth—Exploration of Novaia Zemlya—Transport of Solid Matter by Floating Ice—The Upper Red River and Its Two Affluents, the Black and the Clear Rivers — The Caylor (Senegal) — Travels of Joseph Martin in E. Siberia—Expedition to the Wassula (Upper Niger)—The Orinoco—Subterranean Dépôts in the Arctic Regions—Sanatoria on the W. Coast of Africa—The Zivares and the Zapares (Indians dwelling E. of Quito)—Petroleum in Syria, 15 Centuries B. C. (Job. xxix., 6).

Le Tour du Monde.

Through Alsace and Lorraine—A Journey to Merv —Journey to the Favorite Châteaux of Louis II., King of Bavaria—Travels in Tunisia—M. Charnay's Last Expedition to Yucatan—Peru: an Excursion to the Country of the Campas—Lakes of Equatorial Africa.

La Gazette Géographique.

The Explorer Casati—The Cape Verde Archipelago —The Transcaspian Railroad—Beginnings of

the Colonial and Maritime Power of Germany—Central African Routes and Their Importance for the French Establishments in S. E. Africa—Exploration of the Orinoco—The French Congo—Commerce of the French Colonies—Monkay (on the Chinese-Tonkin Frontier)—Ramon Lista's Expedition to Tierra del Fuego—Yolo and Mindanao—The Spanish Colony of the Rio del Oro (on the Atlantic Sahara)—International Statistical Congress at Rome—M. Joseph Martin in Oriental Siberia—The Port of Pointe-des-Galets and the Railway in Réunion—The New Route to the Far East (Canadian Pacific Railway)—The Opening of the Interior of Indo-China—Hong-Kong—The Peru of the French Navigators in the 16th Century.

ROME.—*Società Geografica Italiana, Bollettino.*

Letters of Count Salimbeni (from Abyssinia)—Letters of King Menilek (of Shoa) and Dr. Ragazzi—Social Importance of the Panama Canal—Prehistoric and Ethnographic Museum of Rome—The Salimbeni Expedition—Profiles of the Country from Ancober to Let-Marefia—Three Years and a Half in the Region of the Ogowe and the Congo—Journeys among the Galla Tribes—Communications from South Africa (Basutoland)—The Earthquake of the 23d Feb., 1887 (on the Riviera)—On the Project of Cutting through the Isthmus of Sant' Eufemia (in Calabria)—Travels of an Abyssinian between Haoussa and Shoa—On the Traces of the Italians in South Africa—Stradelli's Expe-

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